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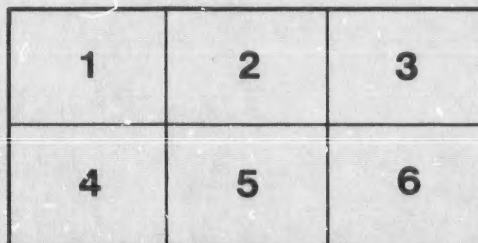
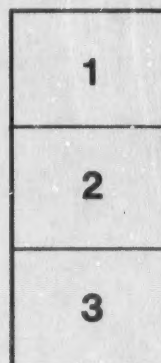
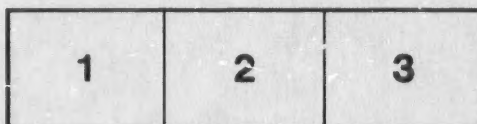
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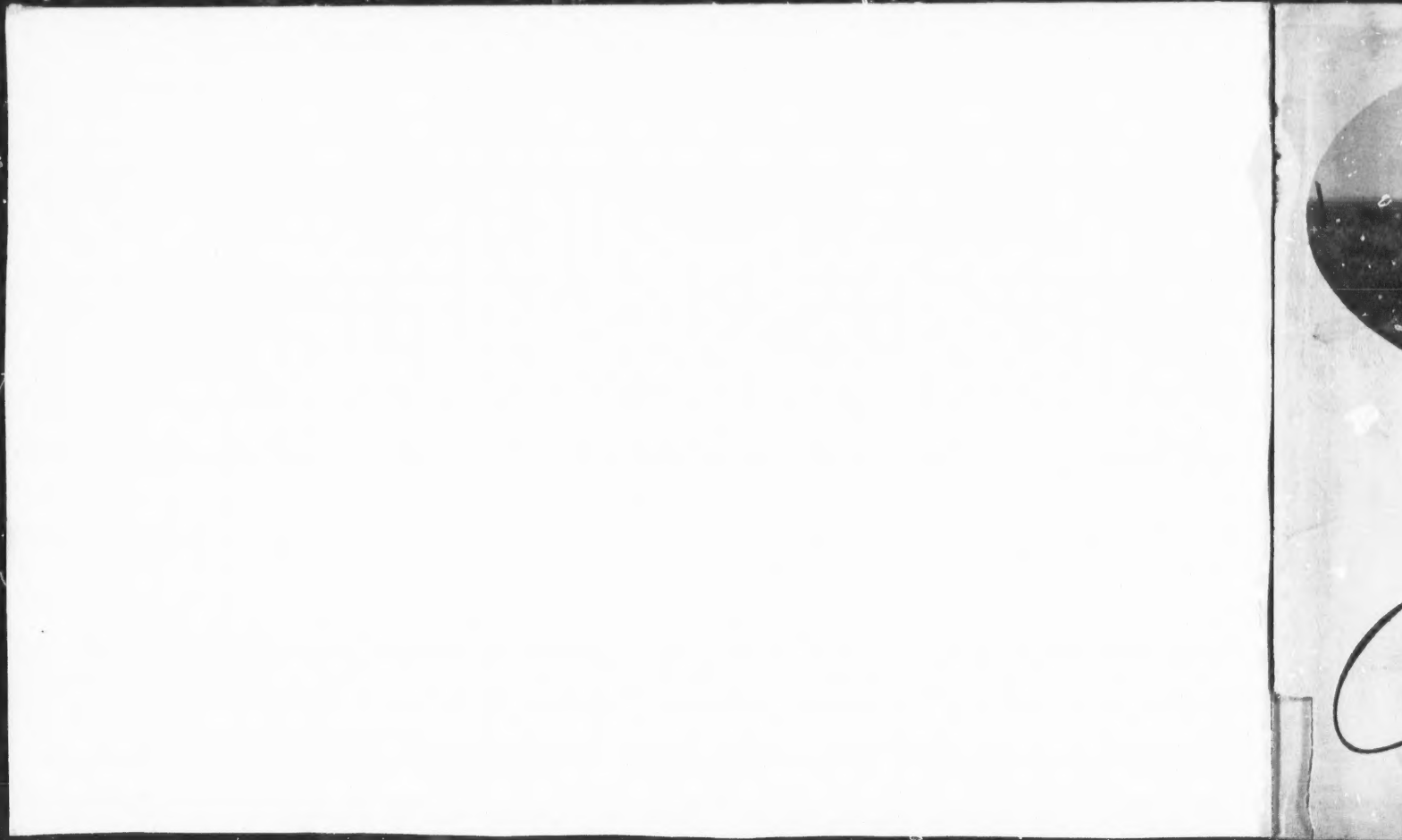
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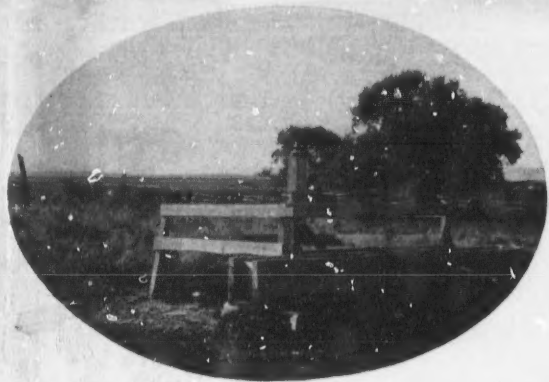
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Nova Scotia



The Grand Hotel,

ONE HUNDRED ROOMS,
AMERICAN PLAN,
MODERATE RATES,
SPECIAL RATES BY THE WEEK OR SEASON.

YARMOUTH, NOVA SCOTIA.



THE GRAND is a new brick and freestone hotel of the first class, built in 1893-94, and first opened to the public July 2, 1894. The house was built and furnished with special reference to the demands of modern tourist and business travel, and will be found to be a model of quiet comfort, elegance and convenience. It is heated by the hot-water system and open grates, and lighted by the incandescent electric light. There are a number of very pleasantly situated suites of rooms, with private parlor, hall and bath, connecting, that would afford luxurious accommodation to small family parties. The house is situated on Main Street, opposite the Park, and commands from the windows and roof an unsurpassed view of the town, the harbor, the Milton Lakes and the Bay of Fundy.

The Cuisine is under the charge of an experienced and accomplished Chef, and the Menus provided by him are not surpassed, either in variety or quality, in the best hotels in the Dominion. The dining-room is large, airy, and exceedingly pleasant and the table service excellent. This last feature has received the highest praise from the guests of the house.

Circulars containing full information may be obtained, and rooms secured in advance, on application to the Manager.

ROBERT CAIE, President. A. W. EAKINS, Secy.-Treas.
F. C. WILSON, Manager.

The Grand Hotel Company, Ltd.,

PROPRIETORS.

YARMOUTH, NOVA SCOTIA.



NOVA SCOTIA.

16/5W

GLIMPSES OF HALIFAX AND SURROUNDINGS
ALONG THE LINES OF THE DOMINION ATLANTIC AND CENTRAL RAILWAYS.

BEAUTIFULLY ILLUSTRATED WITH VIEWS OF HALIFAX, DARTMOUTH, WEYMOUTH, DIGBY, ANNAPOLIS,
YARMOUTH, MIDDLETON, BRIDGEWATER, CHESTER, AND THE ANNAPOLIS VALLEY.

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For Tickets and Complete Information,
APPLY TO
W. HARDY DAYTON, Agent,
252 Essex Street,
SALEM. - - MASS.

This entire edition is given away by the Dominion Atlantic Railway and the Central Railway of Nova Scotia. Apply to the General Passenger Agents,
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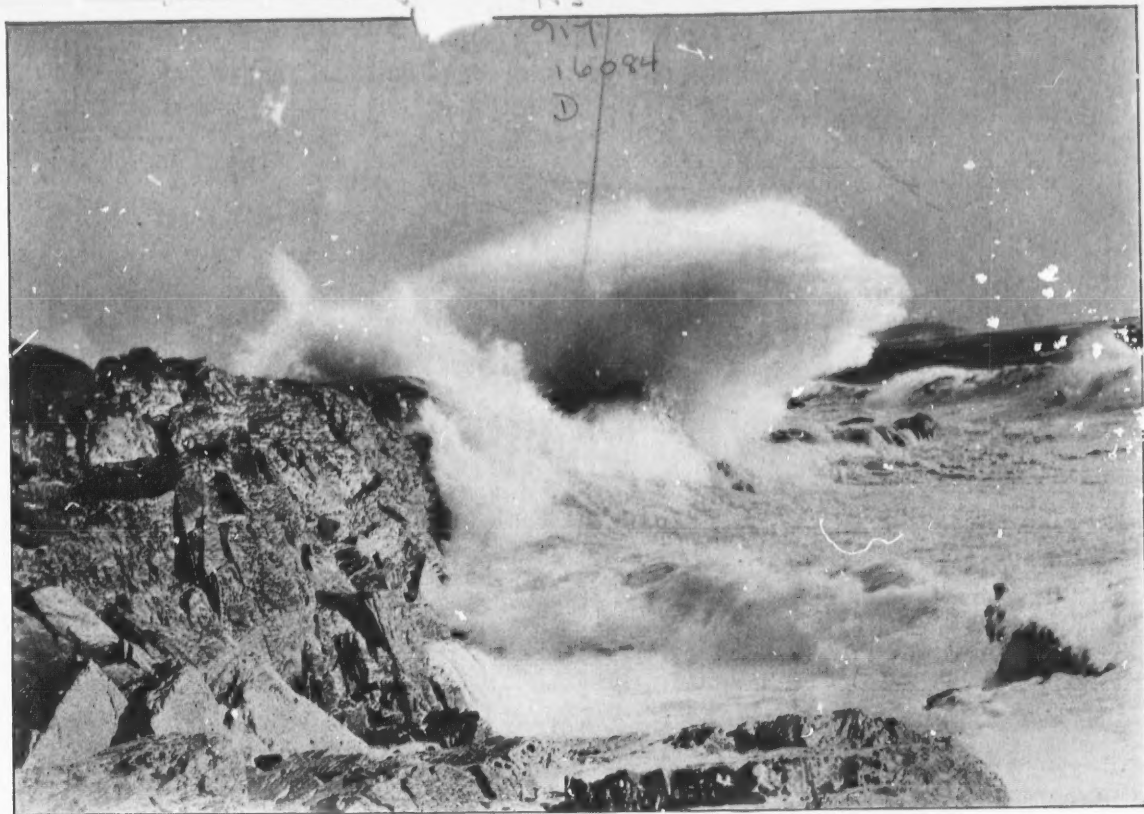


Photo from Guest.

"THE CHURN," CAPE FOURCHU, NEAR YARMOUTH.

Original by Butler.

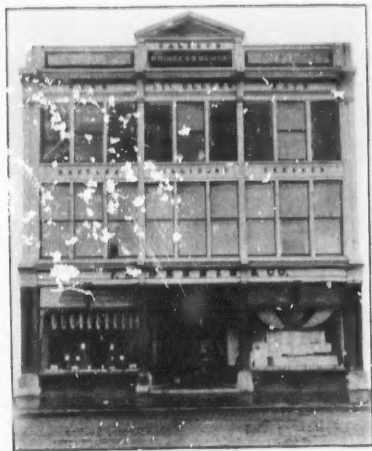
This beautiful surf scene is reached by the Steamships of the Dominion Atlantic Railway from Boston to Yarmouth. Both have no equals.

5994

Specialty 305 260



What Tourists Say about us.



THE NEW PRINCESS BLOCK.

"Well, well, well, I had no idea one could find such a Dry Goods Store in Yarmouth! Such a fine store, such beautiful goods, and such low prices! And DENNIS appears to know just what we want. His

Fur Stock, Wool Dress Fabrics, Dress Silks,
Velvets, Laces, Gloves, Umbrellas,
and Traveling Wraps

are just what we are looking for."

J. D. DENNIS & CO.,

DRY GOODS MEN,

YARMOUTH, NOVA SCOTIA.

Nova Scotia.

Population, 450,593
Area, 20,500 sq. m.



YARMOUTH LIGHT.

train, with no dust, no noise, no confusion, until as you sit on deck and watch the disappearing shores, you wonder if you really are on the ocean, or is it all a dream. The dining-room service is excellent, the staterooms are models of neatness, and from the moment one comes under the care of the Dominion Atlantic Railway, one feels at home, and that restful spirit of content surrounds him—and the vacation has commenced.

Travelers arriving in Boston at either station will find electric cars at the door, marked "Depots and Ferries," which will take them direct to the wharf of the Dominion Atlantic Railway, at the foot of State Street, where agents of the Company will attend to their luggage and see them safely aboard the boat. The sailing hour is four o'clock in the afternoon, and promptly on time the magnificent nineteen-knot, twin-screw steamer swings out into the harbor and commences its journey to the "Land of Evangeline."

The harbor passed, the dinner over, the "constitutional" taken, we seek our berths with the resolution to wake early that we may catch the first glimpse of Nova Scotia and see a sunrise at sea.

IF you've never visited Nova Scotia, you have certainly missed much. A land just a night's ride away from Boston—a foreign country, if you please—and yet such a change from the hot, dusty and uncomfortable surroundings in the States. A few weeks suffice to build up the worn-out system and put more life and enthusiasm into the human frame than a score of physicians. The expense is nominal. It costs no more to go to Nova Scotia than to Maine; it's a nice, pleasant outing, once taken, oft repeated.

The Dominion Atlantic Railway steamers are the finest passenger ships leaving Boston. Modern in construction, large staterooms, wide promenade deck, grand saloon, and cozy smoking room, they are floating hotels, models of comfort and convenience, making the 227 miles with the regularity of a railway



THE PRINCE GEORGE ENTERING YARMOUTH.

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A BIRDSEYE VIEW OF THE YARMOUTH RESIDENCE DISTRICT.

THE first land the traveler views, after leaving the Massachusetts shores, is Cape Fourchu, the extreme western point of Nova Scotia, where the elegant steamers of the Dominion Atlantic Line, after a delightful fifteen hours' run at sea, pass Yarmouth Light and proceed onward through the narrow channel of the harbor to Yarmouth, which lies ahead in plain view, on a hillside and backed by a curtain of Nature's green. The town itself is interesting, being the principal port of the western counties and the largest town in the province west of Halifax — population, about 7,000. Here you begin to notice some of those peculiarities of the Bay of Fundy country,—the extremes in the rise and fall of the tide. While not as pronounced here as at points farther up the coast, yet the fall is about thirty feet, and the departing waters leave great mud banks, bringing into strong relief the winding of the ship channel leading to the town. The steamer docks right at the Dominion Atlantic Railway Station, where two speedy and well-equipped trains await the traveler who elects to continue his journey farther east,—one the celebrated "Flying Bluenose," making a rapid run to the capital city, reaching there in the middle of the afternoon. The second train, the "Imperial Purple," is a local, making all stops and reaching Halifax early in the evening. But as we are not going on the train to-day, we will go ashore and have our luggage examined before taking the carriage up to the hotel, from whence we can view the town at our leisure. The Grand Hotel, a few blocks away, but in plain sight from the steamer's dock, offers the best accommodation for the stranger, being on high ground, affording a fine view of the harbor and surroundings, and of modern

Baggage examined on the wharf at Yarmouth.
Breakfast on board the steamer.



Photo from Guest.

THE WHARF AT YARMOUTH.

The Dominion Atlantic Railway Steamship "Prince Arthur" at the Railroad Station. The Grand Hotel is at the extreme left.

Resched by the Dominion Atlantic Railway.

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architecture and appointments. It is said by many to be the second best hotel in Canada, but whether or not this be strictly true, the fact remains that it is a model hostelry, and the stranger who elects to make it his headquarters during his stay in the city will not go away with a poor opinion of its merits.

Bay View Park, just across the harbor, has a Casino, beautiful grounds, fine shade and numerous minor attractions for children. It is reached by a small steamer every hour during the day and evening, at a small expense, or one may take a carriage around the head of the harbor and over a pleasant roadway dotted here and there with cottages of the summer residents.

While Yarmouth is under the British flag, yet there seems so much Americanism in its general style and manner one can hardly realize that he is in another country than the United States. Its citizens are hospitable in the extreme and every courtesy is shown to visitors, a feature which in itself has made the town a reputation much to be envied.

The retail trade is principally confined to the main street, covering nearly a mile of well stocked stores, from which the wants of the traveler may be readily and satisfactorily supplied. The wholesale district lies nearer the water and many large concerns in this district are occupied in distributing the various products to interior points.

In a manufacturing sense Yarmouth has made favorable progress: the large factories of the Yarmouth Duck and Yarn Company, Redding's Shoe Factory, the Burrell-Johnson Lion Company, etc., affording employment for many hands. Several fine business blocks add beauty to the main street, while the residence portion, to the east of the thoroughfare, is noticeable for the quiet magnificence of its beautifully shaded streets; the dwellings, with extensive lawns, indicating the comfort and luxury of their occupants. Nobody hurries in Yarmouth, and why should they? They have demonstrated that in order to really enjoy life one must take things easy. And if we would only profit by such an example we would live longer, to say the least.

In earlier years Yarmouth was a great shipping port, but with the incoming of steam vessels the ship-building declined, and with it the export values. It is the home of many noted sea captains.

The climate commends itself agreeably. It is always cool and pleasant. The thermometer rarely goes above 70° even in August, a striking contrast to sweltering Boston, only 200 miles away.

Halifax, Boston and New York daily papers at Craig's, next to P.O.
American coin better be changed, but bills are accepted anywhere.



IN THE OFFICE OF THE GRAND HOTEL, YARMOUTH.



Photo by Notman.

HALIFAX FROM GEORGE'S ISLAND.

The Citadel is on the summit of the hill behind the city, and its guns command the harbor and its approaches. The signal station is also there.

Reached by the Dominion Atlantic Railway.

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HIS HON. SIR MALACHY BOWES DALY, K. C. M. G.
Lt. Gov. of Nova Scotia.

Halifax. "The Garrison City."

Population, 38,556. (1891)

HALIFAX was founded, in 1749, by English colonists under the leadership of Colonel Edward Cornwallis. Previous to the settlement, the harbor had only been visited by a few storm-stayed fishing stacks. In 1746 the Duc d'Anville's shattered and fever-stricken armada had sought shelter there, and the broken-hearted commander died, some say of poison; and his successor shortly after committed suicide. When Cornwallis arrived, the skeletons of some of d'Anville's men were found beneath the trees, while thousands lay buried in trenches near the shore. For some time the Indians were a constant source of anxiety to the inhabitants, and they murdered several who straggled outside the pickets of the town.

Dartmouth, on the opposite side of the harbor, was attacked by night by Micmacs, under the direction of French Acadians, and a number of the settlers were killed and scalped. This hostility had much to do with retarding the growth of the town. To aid in defending the settlement, a blockhouse was erected on a commanding eminence now known as Citadel Hill, and others were built in various advantageous positions. The modern fortifications which surround the town are evidences of the great importance of the position as a naval and military station.

St. Paul's church, commenced in 1749, is probably the oldest building in Halifax, and its history is most interesting. The quaint Dutch church was built about six years later as a place of worship for the German settlers who resided in the northern suburbs. The legislative building, erected in the early years of the present century, was once considered the finest building in America. At the close of the American Revolutionary war, the population of Halifax was greatly increased by loyalists from the United States, and we find many New England names represented among the citizens of to-day. Old St. Paul's cemetery and the church records afford rich stores of information for American genealogists.

The city is built on the eastern side of a triangular-shaped peninsula, three miles long and a mile and a half at its greatest width. The neck of land that connects it with the mainland of Halifax County extends half a mile from the head of the Northwest Arm to the waters of Bedford Basin—an oval expansion of the harbor beyond the Narrows. The classic Northwest Arm is on the rear, and on the east the rippling waves of the best seaport in the world wash against the wharves of Halifax.



Photo by Notman.

BARRINGTON STREET, HALIFAX.

From City Hall, looking towards Government House. A retail shopping district.

Reached by the Dominion Atlantic Railway.

To the north of the city is Fort Needham, still showing in its grass-grown mounds the abandoned earthworks once thrown up to defend the early settlers against either French or Indian invader. On the south, in contrast to this fort of the past, is Point Pleasant, with two batteries of to-day and manned by the Royal Artillery. Down the harbor's sides and on George's and McNab's islands are a half dozen other strong fortifications.

Halifax is easy of access. It can be reached from Boston in twenty-four hours, from New York in thirty hours, from St. John in eight hours, from Montreal in twenty-four hours, and from Toronto in thirty-four hours. It is midway between Cape Breton's charming lakes and frowning mountains on the east and the Land of Evangeline and Nova Scotia's beautiful South Shore to the west. By finely equipped railroads the traveler may go east, north or west. Easterly, also, he may take passage by steamers, and in that direction, too, taste the pleasure of Atlantic voyaging while feasting the eye on the rugged beauty of Nova Scotia's deeply indented coasts. Loveliness and novelty will greet him at every turn.

Halifax is the seat of government in Nova Scotia. Here the legislature makes laws in provincial affairs, and here the courts administer laws federal and provincial. Here the lieutenant-governor resides. Here the general officer commanding the British forces in North America has his headquarters, and here are stationed the imperial troops. Here in summer rendezvous the splendid fleet of British warships commanded by Admiral Sir John Fisher.

Such is Halifax in location and environment. Her summer days are balmy, bright and breezy—every hot hour tempered by refreshing ocean winds, every night cool enough to make a blanket a source of pleasure to the wayfarer courting Nature's sweet restorer.

If one were asked to name the fairest spot of land less than seventeen acres in extent to be found in North America, it would undoubtedly be the Public Gardens of Halifax. And his choice would be based, not only on the present glory of this pleasure resort, but because that nowhere else could he find such a small portion of Mother Earth which so beautifully shows what Nature and the highest in human nature can together achieve. Thirty years ago these acres that now delight the eye with the radiant beauty of myriads of perfumed flowers and fairest blossoms were but an uncultivated waste, leased by the city to a company for the purpose of raising vegetables. Happily the venture proved a failure, and on resuming possession of the land the city wisely decided to convert it into pleasure gardens for the people. The gardens contain two or



THE BEAUTIFUL NORTHWEST ARM, HALIFAX.



Photo by Notman.

HOLLIS STREET, HALIFAX.

Looking towards the Post Office and Parliament Building, and only a block from the Halifax and Queen Hotels.

Reached by the Dominion Atlantic Railway.

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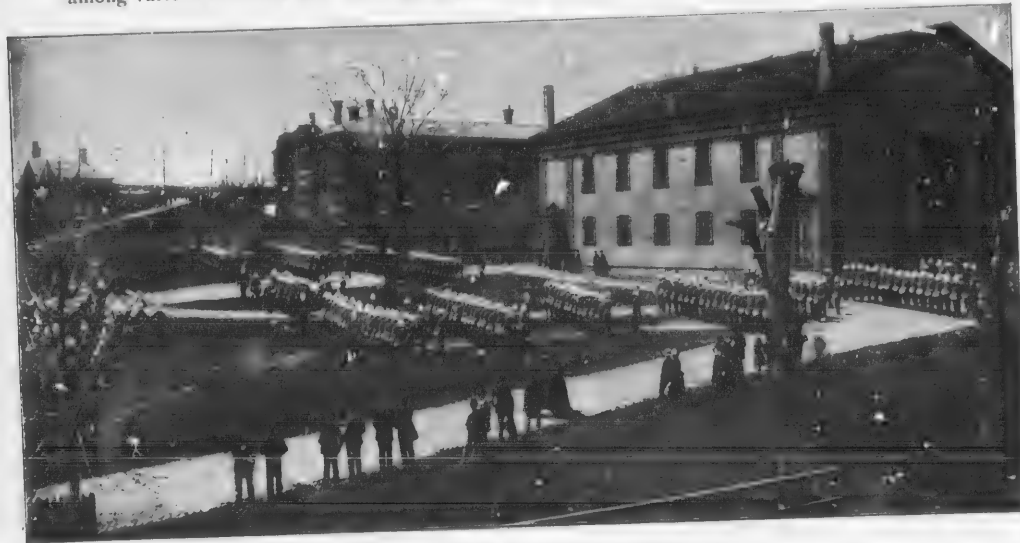
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scene.

three shrubs placed there at the suggestion of Henry Ward Beecher, who complimented Superintendent Power on the excellent taste and beauty of the whole. Among royal visitors who have been loud in their praises of this enchanted spot were the Duke of York, the late Duke of Clarence, H. R. H. Princess Louise and the Marquis of Lorne. A splendid fountain was unveiled by the Countess of Aberdeen during Jubilee week in June, 1897. In this idyllic spot, amid a loveliness of Nature that is indescribable, there are not only a "million beauties for the eye," but also "music for the ear," the blending of the choicest military music with the murmur of falling waters. And to make the paradise complete there is the softer music of tender human voices that whisper the old, old story while, like Evangeline and her lover, they behold "the moon rise over the pallid sea."

To the summer tourist who travels with or on his bicycle, Halifax and its vicinity offer many attractions. The streets, with the exception of the one on the water front, which is paved with blocks of stone, are macadamized, dry up quickly after rain and make an excellent surface to ride upon. The favorite resort for bicyclists in the neighborhood of the city is Point Pleasant Park, with an area of about two hundred acres, and containing about ten miles of first-class macadamized roads. One side of the park is bounded by the city, one by the waters of the harbor, and the third by those of the Northwest Arm, a lovely sheet of salt water lying behind Halifax. From Point Pleasant a view of unusual extent and beauty is obtained, and exquisite glimpses of the harbor and Arm are met with at almost every turn. The ride around the "Dutch Village" skirts the Arm for nearly a mile, passes through the village, a pretty suburb, and brings one home by way of Bedford Basin, an extension of the harbor, northerly, and the harbor itself in about an hour's easy riding; total distance about eight miles. At this point is the old residence of H. R. H. the Duke of Kent, father of Queen Victoria. For a number of years, at the beginning of the nineteenth century, he was stationed here as commander of the forces. His summer residence was a most imposing and beautiful one, and there he lived in semi-regal state. The winding paths of this once magnificent estate can yet be traced among the trees, and the old band house remains until this day. The run to Bedford, at the head of the Basin, about nine miles, is of great beauty. The road skirts the water all the way, and new beauties reveal themselves on every side. The cyclist may return by the other side of the Basin to Dartmouth and cross the harbor to Halifax by ferry; the road lies further away from the water and is not so good. An interesting variation is afforded by riding from Bedford to Waverley, about five miles, over a fair road through the woods, and continuing by the shores of four beautiful lakes to Dartmouth, a run of about twenty-five miles in all. Other interesting runs are to Cow Bay, about eight miles from Dartmouth, where there is a magnificent sand beach, and to the head of St. Margaret's Bay, about twenty-one miles to the westward of Halifax. The St. Margaret's Bay road is probably the best for wheeling of those mentioned outside of Halifax.

The military parade on Sunday morning, at the Garrison church, on Cogswell Street, affords a picturesque and inspiring scene. The troops march to the church headed by their respective bands, and the officers and men having taken the places

allotted to them, the seats reserved are quickly filled by an eager throng of visitors. The service is choral and lasts an hour. In addition to the organ, the choristers are assisted by instrumental music from the band and supplemented by the voices of the soldiers. The church is a plain and unpretending edifice. Previous to its erection, half a century ago, the troops were distributed among various churches and buildings engaged for the purpose, the principal parade service taking place at the old historical church of St. Paul. Several members of the reigning Royal Family have attended the service at the Garrison church at different periods, and a number of distinguished officers of high rank, both in the army and navy, have worshiped within its walls. H. R. H Prince George attended the services regularly a few years ago when on this station, and among other recent honored visitors may be mentioned His Excellency, the Viceroy of the Dominion, and Lady Aberdeen. After the service, the troops parade, and, with their



THE GARRISON CHURCH, HALIFAX.

band leading the way, are marched to the barracks. The hour for service is half-past ten, but visitors should come even earlier.

The present military establishment consists of a General officer and staff, detachment of Royal Artillery, Royal Engineers, Army Service Corps, Medical Staff, Ordnance Store and Army Pay Departments, and a complete Infantry Battalion of seventy-two



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THE FERRY BOAT "CHEBUCTO."

officers and about fifteen hundred of all ranks. Halifax is the headquarters of the Ninth District, one of the twelve district commands of the active militia of the Dominion. The force consists of a regiment of Garrison Artillery, a battalion of Rifles and one of Fusiliers, in all eighty-six officers and one thousand two hundred and forty men. There are six bands of military music in connection with the regulars and the militia, the regimental band of the regulars of course being of acknowledged superiority and an excellent model for the other organizations to profit by. The military manœuvres, sham fights and reviews at Halifax are well worth seeing and add materially to the enjoyment of visitors.

Halifax Harbor, proper, opens from Chebucto Bay and thence to the Narrows, about six and a half miles. It is narrowed at Point Pleasant to a half mile in width and then gradually increases to one and a quarter miles until at the entrance to Bedford Basin, where it decreases to about a quarter of a mile in width. Sheltered as it is by McNab's and George's islands, the harbor affords at all times a perfectly safe anchorage for vessels in from eight to twelve fathoms of water. On its western shore is located the finest dry dock in America, which has a capacity sufficient to accommodate the largest ship of Her Majesty's navy.

Point Pleasant divides the harbor proper from the Northwest Arm, a body of water two and a half miles in length and from a quarter to three quarters of a mile in width, along the banks of which one finds the most beautiful scenery that can be imagined. The hills adjoining the Northwest Arm are surmounted by fine residences, the owners of which take great delight during the summer months in boating, bathing and fishing: the facilities for such sport being unequalled elsewhere in British North America. Above Point Pleasant, on the eastern side, Halifax Harbor is divided by George's Island, a perfect emerald gem in its setting. This island is strongly fortified, and only those who have a permit from the Imperial Government are allowed upon its shores.

The appearance of Halifax Harbor, more especially when Her Majesty's fleet is in port, is an animated one. Halifax has long been celebrated for its yachting and boating advantages, the gradual rise and fall of the tide, and the prevailing southwest winds in summer, making it safe for even a novice to navigate about with but little prospect of a mishap. Bedford Basin is an ideal spot for both rowing and yachting. It has several good hotels along its shores, which, during the summer season, are continuously filled with visitors from the United States, Western Canada and elsewhere. Among the objects of particular interest about the Basin is Navy Island, on the western shore, where it is said that several French man-of-war ships were sunk in one of the old-time conflicts between that nation and Great Britain. There is also an island at the head of the Basin that is totally uninhabited and would be most suitable for camping-out purposes

A special ticket (10 cents for adults and 5 cents for children) is issued by the Dartmouth Ferry Commission, and enables any person to remain on the boat for six hours, morning, afternoon or evening, crossing and re-crossing. From the elevated promenade decks of these steamers there is always a beautiful view and a pleasant breeze to be enjoyed, as the steamers cross to and fro every quarter of an hour. It is almost a continuous harbor trip for the time specified and could be made a regular picnic.

The amateur photographer can find in Halifax and vicinity many subjects of interest that will add variety and novelty to his collection. The "Green Market," near the post office, on a fine Saturday morning, affords opportunities for many picturesque groups, particularly among the Indian basket makers and the colored folk from Preston with their berries, vegetables and other farm products. For other views I would suggest, first, the Citadel. Here, on a fine day, twelve plates can be expended to advantage in making a panoramic picture. The Public Gardens offer many interesting subjects,—the Band Stand, Small Duck Pond at Spring Garden Road gate, Lily Pond, Lake, Grand Entrance and Avenues. For marines, the harbor frequently presents many picturesque scenes. The warships at anchor are worth getting. These can be secured from the harbor steamer which passes them on its regular trips; and another way is to engage a rowboat from the North End Slip, or get permission to take one from the wharf in the dockyard. The photographer's paradise in this vicinity, however, is Purcell's Cove, a beautiful spot reached by a ferry (rowboats) from Point Pleasant. Wheel or drive to the Point, taking the shore road, or take the cars to Green Bank, and ten minutes' walk from there will bring you to the ferry. At least one dozen plates can be exposed here, every one entirely different and every one a picture. He who selects the best from the above subjects will have a series of pictures well worth the little labor entailed in securing them.

The Halifax Transfer Co., Ltd., will furnish any kind of carriage service at the regular scale of prices:

For each person, any distance up to one mile, 25 cts; up to two miles, 40 cts; up to three miles, 50 cts. (One-half rate additional if returning in same carriage.)

All hacks or cabs, by the hour, two-horse, \$1.00 per hour.

To or from boats or trains, with 50 lbs. baggage, 50 cts. each person.

The charge for delivering a valise is 20 cts.; a trunk, 25 cts.

Almost every fine day during July and August, the city Sunday Schools hold their annual picnics at McNab's Island or some other favorite spot, and visitors may spend a half day very pleasantly with them. Another fine outing is afforded by the small steamers which pass Point Pleasant and up the beautiful Northwest Arm.

Band Concert in Public Gardens, Saturday afternoons.
Band Concert at the Park, Wednesday evenings.



SHIP "CROMARTYSIRE" WHICH SUNK THE "LA BOURGOYNE."

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Interesting Points to Visit around Halifax.

Bedford, a suburb, distant from the city ten miles. Railway from North Station; also reached by steamer and carriage roads.

School for the Blind, on the corner of South Park and Morris streets. Visitors are welcome at all times.

Chain Rock. On the east shore of the Arm, and immediately at the foot of the road leading down from Martello Tower, is the remains of an old English fort; below this on the shore and reaching out into the sea is the Chain Rock. At the time of the French and English war a chain was stretched across the Arm to prevent the entrance of ships. The staple and bolts remain to this day.

Cow Bay, distant from the city eleven miles. This is a noted summer resort, with splendid surf-bathing and fine, sandy beaches. Take ferry to Dartmouth, where conveyances may be obtained.

Citadel. The citadel covers the summit of the hill upon which the city is situated, and is a fortress of the first class. Within its walls are bomb-proof barracks capable of accommodating a large number of troops. A splendid view of the city and of Dartmouth may be obtained from its heights. At noon and half-past nine at night a cannon is fired, which is correct city time.

Court House. This is a large and imposing structure on the south side of Spring Garden Road, built of freestone in 1860.

City Hall, on the northern end of the Grand Parade, is a handsome building of freestone. On the ground floor is the Police Station. On the main floor are all the civic offices. In the corridors will be found an interesting collection of Nova Scotia stuffed birds.

Dutch Village. A delightful carriage drive, passing the head of the Arm, along shaded roads and past handsome residences.

Dingle, on the west side of the Arm. A drive to the Dingle makes a pleasing excursion, the main road passing the Military Prison at Melville Island.

Drydock, on Campbell Road, built in the solid rock of granite and concrete, is the largest on the American continent, and is the only one on this side of the Atlantic which will receive the largest ships of Her Majesty's navy without removing guns and stores.

Dutch Church, on corner of Brunswick and Gerrish streets, was built in 1755, by private subscription and government grant, for the use of the Lutheran congregation that came to Halifax in 1752. It remains to-day just as it was first built.

Dalhousie College was founded by the Earl of Dalhousie in 1821. It is one of the finest educational institutions in Canada.

Dominion Building, on Hollis Street, is occupied by the Customs and Post-office Departments.

Provincial Building is a large and imposing structure, fronting on Hollis, Prince, George and Granville streets. It was built in 1811. It has a library and many historical paintings.

Green Bank, one of the prettiest spots in Halifax, but a short distance from the city, and immediately inside Point Pleasant Park borders. Benches are provided by the Park Commissioners, and a very pleasant afternoon can be spent on the shores and in the surrounding woods. A bathing wharf has been erected here, and before 8.30 A.M. any, so inclined, may refresh themselves with sea bathing.

Government House, on Pleasant Street, the residence of the Lieutenant-Governor.

Green Market. Post-office Square, or Cheapside, on Wednesday and Saturday mornings presents a very busy scene. The farming population of the county occupy all the available street space with their wagons and products. Baskets are made by Indian men and women and purchased by visitors as souvenirs.

H. M. Dockyard. The buildings are of a substantial character. As soon as one enters the yard, he or she is confronted by an ancient sun-dial bearing date of 1809. A large coat-of-arms upon a building on the right bears the date of 1759, a noticeable figure being the White Horse of Hanover. The official residences on the left, with the well-kept and trim lawns, show evidences of care and comfort; the third house being reputed to be the place where that distinguished veteran, who, by the way, was in the "Shannon" during the memorable engagement with the "Chesapeake," Sir Provo Wallace, K. C. B., first saw the light. The next building, with the clock tower, bears date 1770, G. R., and the one to the north of it 1769, G. R.

Museum, on Bedford Street, near Prince Street. It is open to visitors from 11.00 A. M. to 4.00 P. M. every day, and is well worth a visit to inspect the many curiosities it contains.

Naval Cemetery, situated on the east front of a hill on Campbell Road, and from which a fine view of the dockyard, ships, harbor and Dartmouth is obtained. There are many monuments erected by ships' companies, with several patterns of naval designs, such as guns, anchors, globe, laurel and bugles, stars, angels, etc.

Northwest Arm, is a beautiful stretch of water to the westward of the city proper, reached by excursion steamers or by Coburg Road cars.

Ordnance Yard, on Upper Water Street, is Her Majesty's store yard for guns and other war appliances. The regimental armorer and blacksmith has his forge here.

Public Gardens. See page 11.

St. Paul's Church, the oldest Episcopal church in British North America; built by the British government in 1750; designed after St. Peter's, London. In its vaults were buried some illustrious men who were identified with the colonization of Nova Scotia. The many historical tablets on its walls, erected to the memory of distinguished sons of England, will be of especial interest to visitors.

Dartmouth.

DARTMOUTH'S close proximity to Halifax, with which it is connected by ferry, and the many beautiful spots in and about the town, make it a most desirable residential place, and many of the business and professional men of Halifax make the town their home.

With a water front of four miles and a railroad along its shores the entire distance it offers unusual advantages for shipping, sharing with Halifax the great importance of being possessed of one of the finest and safest harbors in the world.

Dartmouth is the second largest town in the province and is the home of several manufacturing plants.

Persons who have spent a lifetime in Dartmouth are often ignorant of its beauties. To see all takes time, but there are several points easily and quickly reached, among which is the Park, the pride of the town, from which may be seen the broad expanse of ocean, and beautiful harbor and city panoramic views. Beyond the town a short distance are the famous Dartmouth Lakes, a chain of remarkable beauty, the shores of which are dotted with summer cottages. A drive around the lakes is most delightful, and carriages may be had at a moderate price for the trip. Another grand drive is to Cow Bay, about nine miles, where there is a fine bathing beach. Other drives include Waverley, a gold mining town, Montague Mines, Bedford Basin, Preston Road, etc. A longer drive is to Lawrencetown, about 20 miles to the eastward. A comfortable hotel provides for the traveler, and the bird shooting in season is excellent.

The Provincial Insane Asylum is located at Dartmouth, on the harbor shore.

The ferryboats leave for Halifax every fifteen minutes Fare, four cents.

Teams may be hired in Dartmouth cheaper than in Halifax.



HEAD OF LAKES, SHOWING ISLANDS.



ON SECOND LAKE.



FALLS AT CRATHORNE'S MILLS.

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SUMMER PLEASURES AROUND WEYMOUTH.

commerce of the town. St. Mary's Bay is only two miles away and is daily visited by picnic parties. Weymouth boasts of her cherries and certainly she has them in abundance as well as all the other early fruits both wild and "tame." An air of real sociability pervades every one and you can enjoy every minute of the time spent there. The Goodwin House furnishes excellent accommodations at moderate rates. The Weymouth House has a large lawn and shade trees, hammocks, and is always well patronized. If you have a wheel, bring it along; there are plenty of opportunities to use it. An interesting ride is over the road to Yarmouth and past the huts of the Indian settlements. To see the swarthy face of an aboriginal at the door as you approach would perhaps startle the very timid, but there is nothing to fear as they welcome the visitor heartily and endeavor to make you buy their wares.

A. C. Morse has some excellent local views.

Weymouth.

Population, about 1,000

ONLY a short rail ride, after leaving the steamer at Yarmouth, and we are at Weymouth, one of the most picturesque spots imaginable. The town lies on the sloping green hills with the beautiful Sissiboo River at its feet. The laughing and jolly crowds of vacationists that meet the trains every morning would surely indicate that Weymouth had the power of attraction, even if you had not noticed its exceptional beauty of location and environment as you crossed over the long railway bridge before reaching the town. It is a great resort for the young folks from the States because of the amusements offered there in the way of boating, bathing, fishing, band concerts and a thousand and one other of items which go to make a summer vacation pleasant. The Sissiboo is a navigable river, and some large vessels are engaged in handling the



A PART OF WEYMOUTH.



SOME SPECIMENS OF THE SCENERY WHICH HAS MADE DIGBY FAMOUS.

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Digby and the Bear River.

Change here for the steamer to St. John, N. P.

A VISIT to Nova Scotia without a stop in Digby would be to deprive yourself of much real enjoyment. Go up on that hill by the railroad station and take in the view. It is magnificent! Just below you is the long railway pier and out at the end lies the handsome side-wheel steamer "Prince Rupert," just in from St. John, and waiting for the connecting trains from the east. She has made the forty mile trip in a little over two hours, and only awaits her passengers to make the return trip. Off to the west is the Bear River country, with its grand wooded hills and fertile valleys. Directly before you is the Annapolis Basin, a beautiful thirty mile stretch of salt water almost entirely surrounded by hills, and just where the two ranges of hills almost meet, is Digby Gut (or Gap), through which narrow passage the vessels pass in and out. To the right is the town of Digby and its neat and cozy houses are outlined against the dark green lawns and fields along the shores of the Basin for a mile or more. Bear Island, just beyond, is the summer home of several Americans. All about the Basin are sailing and fishing parties, their merry laugh and songs lending an added enchantment to an already entrancing vision of one of Nature's unapproachable creations.

Since Digby was visited by a disastrous fire, about ten years ago, there have been numerous modern buildings erected on the old sites, which adds materially to the general beauty of the town. The hotel accommodations are excellent, not less than seven hotels catering to the tourist trade. Among these may be mentioned The Manhattan, a new and modern hotel of more than ordinary notice, the Dufferin and The Columbia, two houses under one management, and the Myrtle. There are also a number of private houses which accommodate visitors to the town, and every effort is made to entertain their guests and make their stay a pleasant one. Digby has a great advantage over the inland towns; the breezes from the Bay of Fundy cool the summer air, the Basin affords exceptional opportunities for safe boating and other water sports, and the lover of the wheel will find new beauties in every winding road and from every commanding hill. The town of Bear River, a few miles to the west and situated on a river of the same name, is surrounded by the most delightful scenic country and is well worth visiting.

If you can't see all of Nova Scotia don't fail to visit Digby.

A Dining Room at the Railway Station. Trains stop about ten minutes. There is a lunch counter also.



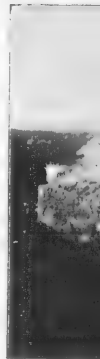
THE ANNAPOLIS BASIN AND DIGBY GUT.



Photo by Dodge.

NICTAUX FALLS, ON THE NICTAUX RIVER.

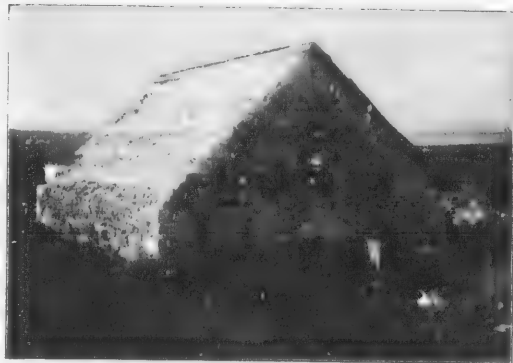
A picturesque spot in the Nictaux Valley, a short distance from Middleton. In the heart of the big game section of the province.
Reached by the Dominion Atlantic and Central Railways.



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POWDER MAGAZINE, BUILT BY THE FRENCH IN 1642.

streets, fine boating, bathing and fishing, and every possible facility for the entertainment of her guests. The Queen Hotel is a modern and deservedly popular house, and there are numerous other hotels which cater to the wants of the public. Don't miss the early fruit season! About the last of June the native strawberries are ripe, and then come in quick succession cherries, raspberries and blackberries. They are plentiful, delicious — and cheap. You can pick them yourselves if you like; they grow in the fields and no one forbids your quest.

There are beautiful drives all about Annapolis in any direction. The roads are smooth and hard and in most instances well shaded. A bicycle is very handy to have here as no better country roads can be found in the province than along the Annapolis Valley.

An effort is being made to establish a smelting works here with the object of reducing the iron ore from Nictaux. Ocean steamers come to this port to load apples, for which the Valley is famous, and transport them to England, where they find a ready market.

Annapolis.

Population 1,000

BEING the oldest town (except St. Augustine) on the American Continent, Annapolis is entitled to great veneration, but while examining the historical features of the town — the old French Fort with its still remaining barracks and sally-port, the subterranean passages, the old powder magazine, and other evidences of antiquity, do not think that all Annapolis is necessarily ancient. It is a modern summer resort town, and in location has no superior. Here before you stretches away to the hills of Digby the most beautiful sheet of salt water in Nova Scotia, the Annapolis Basin, almost encircled by land, leaving only a gateway, known as Digby Gut, for the passage of ships. And such a panoramic view! One could sit for hours on the shaded slopes looking out over this grand twenty mile picture and at the close leave it with profound regret. Annapolis has well shaded



ST. GEORGE STREET, ANNAPOLIS.



Photo by Dodge.

CHESTER, THE "SARATOGA OF NOVA SCOTIA."

Said by many to be the finest vacation resort in the province. It has many summer cottagers from the United States.

Reached by the Dominion Atlantic and Central Railways.

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Middleton.

THIS pretty little town, 28 miles from Annapolis, on the Dominion Atlantic Railway, is also the northern terminus of the Central Railway of Nova Scotia. It has about 800 population, and possesses advantages, commercial and climatic, which should make it both a manufacturing center and a summer resort. Situated in the center of the Annapolis Valley, the garden spot of the province, protected by high hills from the fogs of the Bay of Fundy, only a few miles away: at the junction of two small rivers furnishing grand sport for the fisherman who delights in salmon and trout: near the moose-hunting country in the Nictaux Valley; with good roads, fine spring water, excellent beaches within a short distance, and every natural advantage, there is no reason why Middleton should not appeal to both business men and tourists. The hotel accommodations are fair, three hotels catering to the public at moderate rates. The Wilmot Medicinal Springs, two miles from Middleton, attracts many visitors. A sanitarium has been erected there and is equipped with bath houses for hot or cold water, and many afflicted ones have been rejuvenated by the treatment.

The apple orchards about Middleton produce some of the finest export fruit, which is in great demand in England and the States.

South of the town are immense deposits of iron ore and their development will add to its commercial importance.

Good bicycle paths are maintained to the north and south. The streets are wide and well shaded. The temperature during the day in summer is quite warm, but at night the breeze from the Bay of Fundy makes blankets a necessity. Port George and Margareville, on the Bay, are easily reached by carriage. Both have good bathing beaches, and barges carry parties there and return for fifty cents.



A RESIDENCE STREET IN MIDDLETON.



Photo by Dodge.

MAIN STREET, BRIDGEWATER.

The business portion of the town was destroyed by fire in 1899. This view taken of the new buildings before the signs were in position.

Reached by the Dominion Atlantic and Central Railways.



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METHOD OF YOKING OXEN.

Bridgewater and Chester.

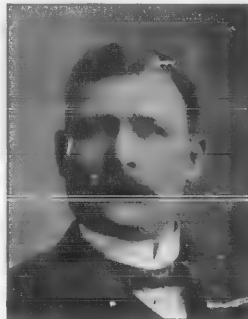
THE Central Railway of Nova Scotia crosses the Province from the Atlantic to the Bay of Fundy in an almost direct north and south line from Lunenburg to Middleton, a distance of 74 miles. The country through which it passes is rich in lumber and minerals, and abounds in beautiful lakes and rapid running streams. It reaches the finest hunting section in the province, bear, moose, caribou, and smaller game being numerous. Trout and salmon are plentiful in season all through the waters along the line. Bridgewater is the first town of any size after leaving Middleton. It has about 2,000 population, and is situated at the head of navigation on the LaHave River, "the Rhine of Nova Scotia." The town was partially destroyed by fire January 12, 1899, but has been rebuilt in a substantial manner. A park is projected for the entire length of the lower side of the main street along the river front which will add to the natural beauty of the town. A fine hotel, "The Fairview," at the top of the hill back of the main street, is conducted by F. W. Clark, who in his eight years' management has made a host of friends. The hotel is always well filled winter and summer.

Excursion steamers take visitors down the river, touching at Dublin, "The Ovens" (a series of caves), celebrated not only for their peculiar geological formation but on account of placer deposits of gold, and on to the beaches at the mouth of the river.

Lunenburg, the county seat, has about 4,000 population. It is the southern terminus of the Central road and does a lumber and fish shipping trade. From the summit of the hill back of the town a fine view may be obtained of the harbor and ocean. The counties of Lunenburg and Queens are rich in deposits of gold, and the Central Railway the mines at Brookfield, Molega, Caledonia, Blockhouse, Pleasant River and Chester Basin are reached, besides other districts which are being developed.

Chester, "the Saratoga of Nova Scotia," is the finest vacation point on the south coast. It was settled by New Englanders and retains their characteristics. The harbor is dotted with islands, and the effect of the alternating land and water is entrancing. The climate is exhilarating, and the facilities for bathing, boating, and fishing are unexcelled. Halifax, Boston, New York, Philadelphia and Baltimore annually send their quota of visitors to this charming resort, and the Nova Scotia Yacht Club makes frequent runs there.

Chester has two good hotels, but larger accommodations are needed there. The most satisfactory way to go is by the Dominion Atlantic Railway steamers from Boston, and then by train to Mahone, on the Central Railway, where connection is made for Chester.



F. W. CLARK, OF "THE FAIRVIEW."



EVANGELINE'S WELL AT GRAND PRE.

a wonderfully picturesque appearance, the houses being for the most part painted white and contrasting beautifully with the heavy foliage. People come to Wolfville to rest and recuperate. There is little of the bustle and hurry of larger places, but there is a resident class of people of literary tastes who attract similar minds from other places. Wolfville is provided with exceptionally good hotels. The Acadia Seminary Hotel is a large and well located house and is admirably conducted. There are beautiful drives in any direction and plenty of opportunities for social amusement. Blomidon, celebrated for its beauty, is within plain sight of Wolfville and Evangeline's Well, at Grand Pre attracts many visitors. The x in the illustration marks where the little church and the priest's house stood in Evangeline's time.

The visitor to Wolfville will find himself attracted by the beauty of the town and the hospitality of its people.

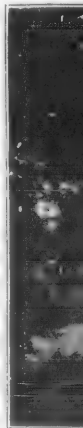
Wolfville.

OF late years Wolfville has been the summer home of many American families who were attracted by the exceptional beauty of the town itself, and also by the country which surrounds it. It is an educational town, the Acadia College being located there, as well as several other institutions of learning. The College buildings are pure white and show to great advantage from their elevated location. The Minas Basin is close to the town and the land owners have found it necessary to build dikes, similar to those of Holland, in order to protect their crops, the tides being from thirty-five to forty-five feet. You can always find water enough for boating. The town itself is scattered over several little hills and valleys of its own which gives it



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Acadia Seminary Hotel,

LAND OF EVANGELINE.

WOLFVILLE, NOVA SCOTIA.

MOST DESIRABLE SUMMER RESORT IN THE PROVINCE.



SPECIAL FEATURES:

Spacious Accommodations. Pure, dry Air. Best of Water. Perfect Sanitation. Grand View. Beautiful Grounds. Home Cooking and Home Comforts.

Accommodates over One Hundred Guests. Terms Moderate.

OPEN FROM JULY 1st TO SEPTEMBER 3rd.

Address ROCKWELL & CO., Proprietors.

THE KEELEY INSTITUTE,

PORTLAND, MAINE.



Persons being diseased by Alcohol, Morphine, Opium, Cocaine, Cocoa Wine, Chloral, Tobacco and Cigarettes can be cured by taking a course of treatment at this Institute.

Neurasthenia and Nerve Exhaustion are successfully and effectually treated here also.

This Institute affords a good home for its patrons. Its healthful location and environments, as well as its beauty of ocean, bay, islands and inland scenery, excel any other Keeley Institute on this Continent.

Its admirable situation gives it all the advantages of a city in winter, and being on Munjoy Hill, overlooking the ocean, it possesses all the luxuries of a sea-shore resort in summer.

The Leslie C. Keeley Co. furnishes the best of medical aid to administer the Keeley Remedies, hence the better the physician the greater are the results therefrom. Write for particulars and visit the Institute if possible. Correspondence confidential.

This is the *only* Keeley Institute in Maine and is the *farthest east* of any Keeley Institute on the American Continent, hence, cheapest for you.

KEELEY INSTITUTE,

151 Congress Street,

Portland, Maine.



Photo by Notman.

EMBARKATION OF THE CANADIAN CONTINGENT FROM HALIFAX.

The troops are preparing to go aboard the "Milwaukee" which is to take them to South Africa. February, 1900.

The Dominion Atlantic Railway is the shortest route between Boston and Halifax.



MILLER BROS.

THE LARGEST
MUSIC HOUSE
IN THE
PROVINCE.....

101 AND 103 BARRINGTON STREET,
HALIFAX, N. S.

IMPORTERS AND DEALERS IN

Pianos, Organs and Sewing Machines,
From the Leading Manufacturers.



Repairing promptly and carefully attended to.

We rent, or sell for cash or installments.

Do not forget the number, 101 and 103 Barrington Street.

ALLAN LINE

ROYAL MAIL STEAMSHIP CO.

EST. 31 MARCH 1854.

MONTREAL TO LIVERPOOL. NEW YORK TO GLASGOW.

CALLING AT LONDONDERRY TO LAND MAILS AND PASSENGERS.

TUNISIAN, 10,376 tons, Twin Screws
BAVARIAN, 10,375 tons, Twin Screws.
CORINTHIAN, 8,000 tons.
SICILIAN, 8,000 tons.
PARSIAN, 5,500 tons.

RATES OF PASSAGE:

CABIN, . . . \$62.00 to \$100.00 Single.
 Five per cent. reduction for
 return tickets.
SECOND CABIN . . . \$35.00 to \$40.00
RETURN . . . \$66.50 to \$76.00

Steamers sail weekly from Montreal and
 Quebec to LIVERPOOL during the season of
 navigation, and from PORTLAND AND
 HALIFAX during winter.

The St. Lawrence route is 1,000 miles less
 ocean sailing than from New York. Three
 days' sailing on smooth water.



TWIN-SCREW S. S. TUNISIAN, 10,376 TONS.
 (520 feet long, 60 feet beam.)

FOR DATES OF SAILING AND FURTHER INFORMATION, APPLY TO

AUSTIN, BALDWIN & CO., 53 Broadway, New York.
THOS. COOK & SON, 261 Broadway, New York.

ALLAN & CO., 174 Jackson St., Chicago.
H. & A. ALLAN, Montreal and Boston.

CALIFORNIAN, 4,244 tons.
NUMIDIAN, 4,838 tons.
MONGOLIAN, 4,838 tons.
LAURENTIAN, 4,522 tons.
NEBRASKA, 4,000 tons.

RATES OF PASSAGE:

CABIN . . . \$50.00 to \$60.00
SECOND CABIN . . . \$30.00
 Five per cent. reduction for return tickets
 of both services.

The steamers are fitted with every improve-
 ment for the comfort of the passengers, in all
 cases, including bilge keels, making the ves-
 sels steady in all weather, electric light, mid-
 ship saloons, spacious promenade decks, music
 rooms, smoking rooms, etc. Special attention
 has been paid to the ventilation and sanitary
 arrangements. An experienced surgeon is
 carried on all passenger steamers.

The Myr-
 Annapolis
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THE MYRTLE HOUSE,

DIGBY, NOVA SCOTIA.



The Myrtle House stands on a slight elevation, 200 yards from the Annapolis Basin and is surrounded by two acres of fruit and ornamental trees, and while being out of the dust and noise of the town, it is still within five minutes' walk of the railway and steamboat offices. The Myrtle House is considered by far the best summer hotel in Digby, with its wide and cool verandas, large and well ventilated bedrooms and its unrivalled cuisine. Write for booklet, with rates, etc.

AUBREY BROWN, Manager.

THE MANHATTAN,

DIGBY, NOVA SCOTIA.

**JUST COMPLETED. HAS EVERY MODERN CONVENIENCE.
FRESH AND SALT WATER BATHS ON EACH FLOOR.**



The Manhattan, opened June 1, 1899, being so liberally patronized, was unable to care for, in proper manner, its many patrons, necessitating an addition of twenty more sleeping rooms, enlarging the dining room to seat 125 and other necessary alterations, making it the largest summer hotel in Nova Scotia, and without any equal in Digby. Its elevated location and unobstructed view affords perfect sewerage and untrailing scenery. The Post-Office, Railway Station and Steamboat Pier are also near. The building has been arranged and planned especially for Tourist business and is in all respects a strictly modern hotel home, with every essential to satisfy the most refined ideas of comfort or luxury. By a peculiarity of construction there are no inside rooms. The parlors, dining, writing and smoking rooms, also a large proportion of the sleeping rooms have an unobstructed view of the historic Annapolis Basin and surrounding hills. The culinary department is as near perfection as experience and equipment can make it. Mr. W. S. Troop, who has had fourteen years' experience in such houses as the Tremont, Boston; Bates House, Indianapolis, and Louisville Hotel (Ky.) as manager and steward, and for three years previous to the summer of 1898, proprietor of the Myrtle House, Digby, intends to make an equal reputation for the Manhattan. It has advantages, comforts and conveniences for guests that no other hotel in Digby enjoys.

**\$1.50 to \$2.50 per Day. Special Rates by the Week or Month.
W. S. TROOP, MANAGER.**



COUNTRY BRIDGE.

the Minas Basin, The Look-Off and Blomidon. You are in an enchanted section of Nova Scotia, rich with history, and made more interesting by story of Evangeline and the Acadians. Kentville is a good point from which to visit all these places. In itself a handsome town, it offers to the traveler most excellent hotel accommodations. You can take the train to any of the prominent places of interest in the valley or, what is better, take a carriage and drive over the finely kept roads, taking plenty of time to visit each point and gaining health and strength in the open air. The beauty of this part of Nova Scotia has not been magnified, but on the contrary, too little has been said. Every visitor leaves with regret and makes a fervent statement that he will come again — and he does.

A fast train leaves Kentville every morning for Halifax, returning in the evening, affording ample opportunity to visit the "Garrison City" for sight-seeing or shopping. Short visits to Grand Pre and Wolfville may also be easily and quickly made by this train, returning on the "Purple."

A Dining and Lunch Room at the Station. All trains stop.

Kentville.

Population, about 9,000.
Change here for Canning, Kingsport and Parrsboro.

KENTVILLE is a busy town. It owes its rapid advance to the Dominion Atlantic Railway, the road having its general offices there, and also a division headquarters. It is a junction point, the branch line to Canning, Kingsport and Parrsboro meeting east and west trains of the main line. It has a number of manufacturing enterprises, and presents more of the appearance of a lively American town than any in the valley. Your impression of it from the train window will not be very favorable, and in order to see it to the best advantage you should stop here a few days and, making the Aberdeen Hotel, or some one of the other houses your headquarters, get back on the hills and look over the town and out beyond that rich, rolling country to



THE ABERDEEN HOTEL AT KENTVILLE

CENTRAL RAILWAY.

(NOVA SCOTIA.)

This Railway connects with the Dominion Atlantic Railway at Middleton, and runs across the Province to the Atlantic Coast at Lunenburg, a distance of seventy-four miles.

CHESTER,

the "Saratoga" of Nova Scotia, is reached by this line: also the

GOLD DISTRICTS

of Brookfield, Molega, Caledonia, Blockhouse, Millipsec, Pleasant River, Chester Basin, Gold River and Mill Village.

Excellent Salmon Fishing may be had at Gold River, Medway River and LaHave River, while the numerous lakes and streams along the line teem with trout and other fish.

The lover of game can have his choice of large and small; of beast and bird. Moose, Caribou, Bear, Partridge, Woodcock, Plover, Snipe, Duck and Geese abound in the season.

Good Guides, with complete camping outfits, canoes, boats, etc., can be secured at very low rates. Stage connections are made at New Germany for Brookfield, Molega and Caledonia, and at Bridgewater for Mill Village and Livepool. Steamer and Stage connections are made at Mahone for CHESTER.

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The drive to Grand Pre over the old French dykes is something never to be forgotten.

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SITUATED on the beautiful Habitant River, two miles from its mouth, and eleven miles from Kentville on the Cornwallis Valley Branch of the Dominion & Atlantic Railway, and in the very center of the celebrated Cornwallis Valley apple district (which averages 300,000 barrels of apples per year), Canning offers, without doubt, greater inducements to tourists than any other town in Nova Scotia for the following reasons: It is eleven miles nearer far-famed Blomidon (680 feet above the level of the sea, overlooking the beautiful Basin of Minas) than any other place in Nova Scotia and is only two miles from the world-renowned "Look-off," both of which present a panoramic view of hill and dale, mountain and



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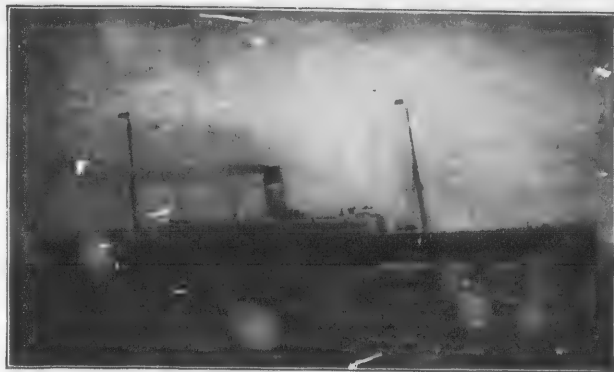
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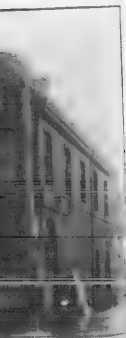
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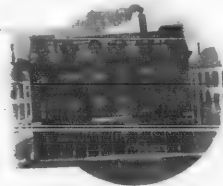
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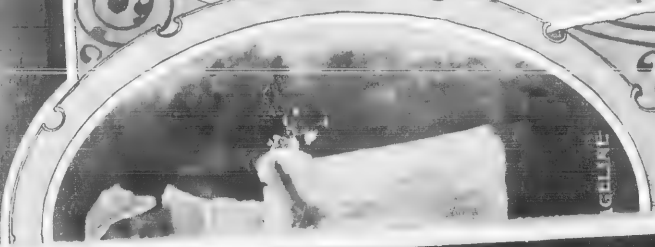
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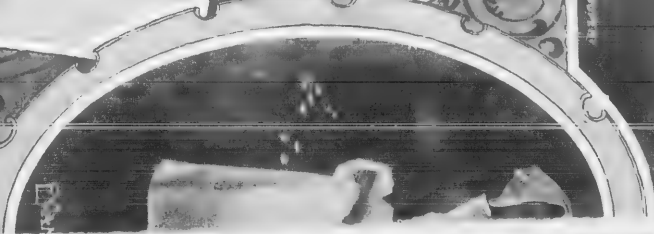
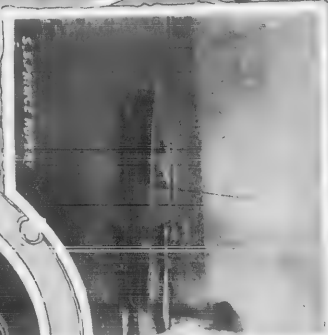
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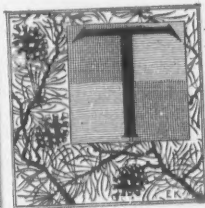
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